The way in which the deactivation time can be determined using these input parameters – that is to say the scheduled arrival time t0', the location measured value S, the location S0 over the next stopping point, the speed V and the coasting data AD as well as, if appropriate, a possibly predefined minimum speed and a possibly predefined braking profile – can be found in detail in US patent 5,239,472.

After the deactivation time has been determined, the control device 10 forms an actuation signal ST for the output device 30. The output device 30 then generates a deactivation signal which specifies the deactivation time. This deactivation signal can be, for example as described in the known device, a visual display which signals, by displaying the term "coast" that the coasting can be started. It can also be a display which displays or indicates the deactivation time visually and/or audibly in the form of time information.

In the Claims:

What is claimed is:

1. (Amended) A device of a rail vehicle, comprising:

a computing unit which determines, in the rail vehicle, the distance between the rail vehicle and a stopping point using a measured location measuring value that specifies a location of the rail vehicle and predefined, stored route data remaining travel time to the stopping point using a measured time measuring value which specifies the time and a predefined stored timetable, and a deactivation time in the rail vehicle based at least partially on the distance determined, the remaining travel time determined, a speed measured value specifying the speed of the rail vehicle and predefined coasting data corresponding to the coasting behavior of the rail vehicle when the drive is deactivated, starting from the deactivation time the rail vehicle reaches the stopping point according to the timetable; and

an output device which is connected to the computing unit, generate a deactivation signal which specifies the deactivation time, wherein the device has a data input at which a timetable modification variable can be input into the device, and

the computing unit is configured such that, when a timetable modification variable is input, a modified timetable is formed using the predefined, stored timetable and the timetable modification variable and determines the travel time remaining and the deactivation time based at least partially on the modified timetable, and

the computing unit is configured such that it forms the modified timetable by adding the timetable modification variable to each predefined time information item of the stored timetable.

2. (Amended) The device as claimed in claim 1, wherein the computing unit is configured such that it determines the deactivation time while taking into account a predefined braking profile and a predefined minimum speed, during a downward transgression of which the rail vehicle is braked, driving travel toward the stopping point, in accordance with the predefined braking profile.

In the Abstract:

Please replace the Abstract with the substitute Abstract attached hereto.